

NATIONAL TRANSPORTATION SAFETY BOARD

DATE: January 6, 2001

DOCKET NO: DCA01MM015

INTERVIEWEE: Sean Collins, Mate
MV *FINEST*

INTERVIEWER: Theodore White

ORIGINAL

P R O C E E D I N G

1

2

MR. WHITE: Can we start by asking you for
your name and the spelling of it?

3

4

MR. COLLINS: Sean Collins. S-E-A-N. C-O-L-
L-I-N-S.

5

6

MR. WHITE: Any middle initials?

7

MR. COLLINS: Middle initial E.

8

MR. WHITE: E. Okay, date of birth?

9

MR. COLLINS: [REDACTED]

10

MR. WHITE: [REDACTED] -- [REDACTED] --

11

MR. COLLINS: [REDACTED]

12

MR. WHITE: [REDACTED] Could you give us a summary

13

of your maritime background, including time or any kind
of seagoing or what experience before the Coast Guard?

14

15

MR. COLLINS: Just small recreational boats
growing up, you know, family --

16

17

MR. WHITE: Uh-huh.

18

MR. COLLINS: -- and I jointed the Coast

19

Guard and did six years with that and I got out and
came over here last summer.

20

21

MR. WHITE: What qualifications did you get
in the Coast Guard?

22

23

MR. COLLINS: Small boat coxswain.

24

Primarily, boarding officer. -- rigs 41, 44, 47 foot.

25

MR. WHITE: Coxswain on the 41 and 47?

1 MR. COLLINS: Yes.

2 MR. WHITE: Any kind of heavy weather?

3 MR. COLLINS: Yeah, I've been to Motor
4 Lifeboat School.

5 MR. WHITE: The South Astoria?

6 MR. COLLINS: Yes, Columbia River.

7 MR. WHITE: Columbia River. Were you at all
8 time in the Coast Guard? Your sector --

9 MR. COLLINS: Well, I was a seaman for about
10 a year and-a-half.

11 MR. WHITE: Uh-huh.

12 MR. COLLINS: Until I got all of my
13 qualifications signed off --

14 MR. WHITE: What kind of ships are you mostly
15 sitting on at this time, as a seaman?

16 MR. COLLINS: As a seaman, I was on a 270
17 foot cutter.

18 MR. WHITE: Which one?

19 MR. COLLINS: The Harriet Lane.

20 MR. WHITE: And you were deck --

21 MR. COLLINS: Yeah, I did -- man, you know,
22 look out, post man to watch. All the regular, you know
23 -- I was a small boat coxswain on there also.

24 MR. WHITE: How long after you -- it was on
25 the Harriet Lane that you struck --

1 MR. COLLINS: Yes.

2 MR. WHITE: When did you leave the Coast
3 Guard?

4 MR. COLLINS: '93. The end of October '93.
5 The 26th.

6 MR. WHITE: Okay. Where did you go to boot
7 camp at?

8 MR. COLLINS: Cape May.

9 MR. WHITE: Cape May. And, after Cape May,
10 your first station was the Harriet Lane?

11 MR. COLLINS: Yes.

12 MR. WHITE: How long were you on the Harriet
13 Lane?

14 MR. COLLINS: Two years and two days.

15 MR. WHITE: And from there you went to where?

16 MR. COLLINS: Station Ft. Pierce, Florida.

17 MR. WHITE: And your duties as a --

18 MR. COLLINS: That's where I finished making
19 seaman and finally advance to -- and 3.

20 MR. WHITE: Uh-huh.

21 MR. COLLINS: And waiting on the striker
22 list.

23 MR. WHITE: You say waiting on the striker
24 list, what does that --

25 MR. COLLINS: Oh, basically, that you have

1 all of your qualifications done and they're not really
2 advancing anyone so you're kind of waiting on the list.

3 MR. WHITE: I see. That's a Coast Guard term
4 for waiting on the striker list?

5 MR. COLLINS: Yes, because you were waiting.

6 MR. WHITE: Okay. So you made it by strike?
7 You didn't get --

8 MR. COLLINS: They didn't have an A school
9 for -- . Not for actives. Only for reserves.

10 MR. WHITE: Okay, from then you rate third
11 class, what did you do after that? Did you stay at --

12 MR. COLLINS: No, I was only there for a
13 couple of months after I made third class and then I
14 went up to Jones Beach in New York.

15 MR. WHITE: How did you get it to motor
16 lifeboat school?

17 MR. COLLINS: Well, there's a few stations on
18 the East Coast; Jones Beach is one of the surf
19 stations.

20 MR. WHITE: Uh-huh.

21 MR. COLLINS: So it actually takes a priority
22 to go over and go to the motor lifeboat school to get
23 the little extra experience. Put my name of the school
24 list, it came up and --

25 MR. WHITE: Got it. After motor lifeboat

1 school, did you go back to Jones Beach?

2 MR. COLLINS: Yes.

3 MR. WHITE: How long was that course?

4 MR. COLLINS: It was two weeks. The second
5 day I was there it was 35 feet.

6 MR. WHITE: Oh, gosh. That's a big
7 experience. Okay, and then you got the Coast Guard.
8 What day was that?

9 MR. COLLINS: The 21st of July, 2000.

10 MR. WHITE: And after that, you did what?

11 MR. COLLINS: I took a month off and then
12 came here. I starting working here.

13 MR. WHITE: I see. Had you planned to come
14 here before leaving the Coast Guard or is this
15 something that came to your attention? How did you
16 find out about this job?

17 MR. COLLINS: Through other friends, the
18 Marine industry, people who have gotten out of the
19 Coast Guard and friends of the family. They told me
20 all the different options that were out there and I
21 heard that they were looking for people here. I came
22 in and turned an application in and got the job.

23 MR. WHITE: Then you came here in something
24 like September?

25 MR. COLLINS: August 21st I started.

1 MR. WHITE: Twenty-one, August. So, what's
2 been your duty since that time?

3 MR. COLLINS: I started as a deckhand and,
4 once I got more experienced and learned the systems on
5 the boat, the one Captain I was running with, Ed, he
6 signed me off as a senior deckhand, which -- I can run
7 as a mate, based on the experience and with his trust
8 and so on -- certificate of inspection we can run with
9 that.

10 MR. WHITE: Do you have a license of some
11 sort?

12 MR. COLLINS: No, I am in the process of
13 getting it now.

14 MR. WHITE: Will your Coast Guard time aid
15 you in getting time in on your license?

16 MR. COLLINS: Some. They will only count
17 some of my sea time and go with that. So, not all of
18 it.

19 MR. WHITE: -- about this letter that the
20 captain says you can serve as a mate?

21 MR. COLLINS: Basically, in our certificate
22 of inspection, it says that in lieu of a mate, a
23 licensed mate, the senior deckhands can run in that
24 position when they --

25 MR. WHITE: Uh-huh.

1 MR. COLLINS: -- if he shows the abilities of
2 the boat, can honestly handle the boat and maneuver it,
3 along with the other systems, you know, it's kind of,
4 you know, taking the initiative to get the extra step
5 and the captain sees the abilities, sends me to do it -

6 - MR. WHITE: Are you doing any studying for a
7 license at this time?

8 MR. COLLINS: Yeah, right now the only thing
9 I'm waiting for is my first aid, because they keep
10 canceling the classes. So, other than that, all my
11 paperwork is all ready to go. I'm just waiting for
12 that.

13 MR. WHITE: Have you taken any courses in
14 rules --

15 MR. COLLINS: Oh, yeah.

16 MR. WHITE: You've had that?

17 MR. COLLINS: I had to take all of that in
18 the Coast Guard to run coxswain. I've taken classes
19 through sea school for a -- and towing and my 100th^{ten}
20 time.

21 MR. WHITE: And let's just go to your duties
22 now with the company. What kind of a ship^{ft} do you work
23 with the company?

24 MR. COLLINS: Pretty much do 14 hour days,
25 actually depending on what schedule we're on. So,

1 usually -- right now, for the past couple weeks, since
2 we added a seven o'clock service that we started
3 running, you come in and do one round-trip in the
4 morning and then have like three or four hours off,
5 midday here, and then come back around one thirty and
6 then do three afternoon runs as a sitting and then get
7 off. On Thursdays -- my week -- it's a long day.
8 You'll be in at four thirty in the morning, get the
9 boat all ready, do two morning runs, a layover in
10 Brooklyn, midday --

11 MR. WHITE: Uh-huh.

12 MR. COLLINS: -- and after four or five hours
13 and then do the afternoon runs from there and then come
14 home.

15 MR. WHITE: So, let's just take a typical
16 Monday. What kind of a day would that be for you?
17 First of all, I should ask how many days a week are you
18 on duty?

19 MR. COLLINS: I'm on a schedule that we work
20 four days a week.

21 MR. WHITE: Four days a week.

22 MR. COLLINS: And the other two crews work
23 three.

24 MR. WHITE: Three. Now, do you normally
25 start out a Monday, every Monday, or do you skip a

1 Monday sometimes?

2 MR. COLLINS: No, my primary schedule, up
3 until -- we just went down to one boat service -- last
4 week was Monday, Tuesday and then Thursday, Friday.

5 MR. WHITE: Monday, Tuesday, Thursday,
6 Friday, okay. And that was when you had two boats,
7 wasn't it?

8 MR. COLLINS: Yes.

9 MR. WHITE: How is it now?

10 MR. COLLINS: Now we're just doing one boat
11 service so, luckily with the Holidays, I can pick up
12 that extra day during the week -- last Thursday and
13 then past Thursday.

14 MR. WHITE: As senior deckhand, do you handle
15 lines or are you up on the bridge the whole time?

16 MR. COLLINS: I'm pretty much up on the
17 bridge so we're just getting ready to tie up and I'll
18 go down and I'll get the bow line coming in or I'll get
19 the stern line. Basically, now, I have the engineers
20 handle the stern line once they get to the dock and
21 then I'll be up getting the bow line.

22 MR. WHITE: Okay, are you on the bridge with
23 the captain the rest of the time?

24 MR. COLLINS: Yes, pretty much, running back
25 and forth. When we go off to Pier 11, we have to land

1 the boat from the wing station so I'll go out and set
2 that up for him.

3 MR. WHITE: When you say land the boat from
4 the wing station, what does that mean?

5 MR. COLLINS: There's three helm stations on
6 the boat.

7 MR. WHITE: Okay.

8 MR. COLLINS: The main one in the pilot
9 house, then out each door outside the pilot house,
10 there's just the two helm stations on either side.

11 MR. WHITE: Okay.

12 MR. COLLINS: When we land starboard side two
13 at Pier 11, alongside the barge, so, in case of
14 visibility, from standing right there at the side of
15 the boat, it's better than from sitting in the chair,
16 in the wheelhouse.

17 MR. WHITE: So, Pier 11, starboard side two?

18 MR. COLLINS: Yes.

19 MR. WHITE: And at 34 feet -- he's 34 feet?

20 MR. COLLINS: We bow load right there.

21 MR. WHITE: Bow load.

22 MR. COLLINS: So he could stay up in the
23 pilot house and pretty much drive right on to it.

24 MR. WHITE: Okay, how about your normal place
25 where you pick up and discharge passengers up the river

1 here --

2 MR. COLLINS: Up until recently, until we
3 started the Clam Hut, that's another spot where we bow
4 load at, and at The Original Oyster. That leaves you
5 more at port side too. But, from there, you can land
6 inside from the wheelhouse to over there. Because the
7 pilings stick up, you can see visual references.

8 MR. WHITE: So, at the clam hut, that was bow
9 --

10 MR. COLLINS: Bow load --

11 MR. WHITE: And then --

12 MR. COLLINS: -- The Oyster.

13 MR. WHITE: And The Oyster -- is it called --

14 MR. COLLINS: Yeah, we land port side too or
15 starboard side, depending on --

16 MR. WHITE: Forgive me. What is the name for
17 oyster -- Oyster Hut or --

18 MR. COLLINS: The Original Oyster.

19 MR. WHITE: The Original Oyster. And that's
20 -- the Original Oyster is what? I'm sorry, I got lost.

21 MR. COLLINS: That's Sandy Bay Hook Marina.
22 That's where our biggest parking lot is here. That's
23 our primary spot.

24 MR. WHITE: Okay. At the Original Oyster,
25 you go in which side two?

1 MR. COLLINS: Primarily, port side two.

2 MR. WHITE: Primarily, port side two.

3 MR. COLLINS: We are set up there for both
4 ways.

5 MR. WHITE: What makes the difference whether
6 you go to the Clam Hut or to The Original Oyster? What
7 makes the difference?

8 MR. COLLINS: It's just another run because
9 the town will only let us -- we tried to get a seven
10 o'clock service to compete with the competition of Sea
11 Street^{ak} to take some of the people who want seven
12 o'clock. But, once we got that all set up there, we
13 can run our second boat in the morning and do two runs.
14 The other boat will do --

15 MR. WHITE: They wouldn't let you do a second
16 run out of the other dock because there's no parking?

17 MR. COLLINS: Yeah, because there's no
18 parking. So we got parking at another restaurant in
19 town and set it with their docks so we can bow load
20 there and that's why we started the other run.

21 MR. WHITE: Is that the one that's going away
22 when you have --

23 MR. COLLINS: Yeah.

24 MR. WHITE: Okay. Now, we're you on the
25 bridge at the time the vessel was starting to enter --

1 was approaching the ice into port here? We're you
2 sitting in the chair watching it?

3 MR. COLLINS: I was at the helm through the
4 whole way, coming back from the city, and through that
5 Pier 11.

6 MR. WHITE: I'm going to go get that chart.

7 MR. COLLINS: Actually, at Pier 11, the
8 captain was out at the wing station, came back out of
9 Pier 11 and then he transferred into me and then I ran
10 the boat all the way down to the highland. Once we
11 were on our way back and we had the one patient come
12 up, complaining of hives and shortness of breath, and
13 the captain was taking care of him, and he was giving
14 me information and I would send that off to the Coast
15 Guard over there at Sandy Hook.

16 MR. WHITE: Uh-huh.

17 MR. COLLINS: Then we were coming in and the
18 ice in the bay, from our earlier run that afternoon, it
19 was mostly over the Sandy Hook side and it was clear
20 water over towards the Atlantic highland side --

21 MR. WHITE: Uh-huh.

22 MR. COLLINS: -- we were coming in, more
23 towards Atlantic highlands until we got in far enough
24 and then we cut through the ice, made a left into the
25 ice, and then another right over towards A channel.

1 MR. WHITE: Now, right now he's going to get
2 a chart, so we'll -- closest on the chart.

3 MR. COLLINS: Okay.

4 MR. WHITE: But let's go to just general
5 kinds of questions then. How would you get a chance to
6 steer the boat? Do you steer it every run to and from
7 New York?

8 MR. COLLINS: Pretty much. Primarily, the
9 captain will do most of the landings and we usually
10 switch back, on and off, because right now --
11 obviously, I'm going to be a captain eventually here --
12 Ed's been giving me a lot, you know, as much time as I
13 can.

14 MR. WHITE: Good.

15 MR. COLLINS: To get the experience.

16 MR. WHITE: Have you made some landings?

17 MR. COLLINS: Yeah, I pretty much, you know,
18 with him and I, he's pretty good about giving me half
19 of them to get the experience when you're -- is more
20 current -- to get the feel for the boat so when that
21 time comes, I'm ready to jump in.

22 MR. WHITE: Does your motor lifeboat
23 experience help?

24 MR. COLLINS: No. It's completely --

25 MR. WHITE: --

1 MR. COLLINS: -- jet drives and -- control
2 system on it.

3 MR. WHITE: What kind of speed does the boat
4 make?

5 MR. COLLINS: We do anywhere from 30 to 36
6 knots. One boat's a little bit faster than the other.

7 MR. WHITE: Which one's the fastest?

8 MR. COLLINS: I believe this one is a couple
9 knots faster than the other one.

10 MR. WHITE: It must be. The other one is the
11 Bravest?

12 MR. COLLINS: The Bravest.

13 MR. WHITE: Is the Bravest the same size as
14 this boat?

15 MR. COLLINS: Yes, they're pretty much
16 identical, except for a couple internal things.

17 MR. WHITE: What would be one of the internal
18 things that would make it different?

19 MR. COLLINS: Well, it's like, on this boat,
20 we have the lockers up forward on the main deck to keep
21 all the dry storage; the food and the beer. And on the
22 other boat, they don't have them there like this.

23 MR. WHITE: I see.

24 MR. COLLINS: They are a couple more seats
25 further up.

1 MR. WHITE: I see.

2 MR. COLLINS: Other than that, they're pretty
3 much the same boat.

4 MR. WHITE: Now, when you're coming in and
5 you see the ice ahead of you, what do you do with your
6 speed? I presume you reduce it, but.

7 MR. COLLINS: We pretty much keep our speed
8 up to get it as far into the ice as we can so. Until
9 we start getting closer towards the entrance to the
10 river, then we'll cock our speed back, just like we did
11 the other night.

12 MR. WHITE: Uh-huh.

13 MR. COLLINS: We got about a third of the way
14 into the ice and we brought the speed back and we were
15 going slower. We couldn't see any of the buoys because
16 they were all under the ice and trying to follow --.

17 MR. WHITE: Okay, here we go. So, Sean, the
18 time you came through -- by the Sandy Hook Channel up
19 there?

20 MR. COLLINS: Yeah, pretty much the ice was
21 just about all in here and all the way up through into
22 here and stuck pretty far out, all through this deep
23 water. Usually, on our normal run, usually just come
24 straight in and just run straight into the river, but
25 with all the ice, and it was clear water all over here,

1 so when we came in, we kind of paralleled all the piers
2 for Earl, heading over towards Atlantic Highlands,
3 until we got into right about in this area, and then we
4 entered the ice over here, and then we're going to bank
5 it in the right, right into the river and come in.

6 MR. WHITE: Okay, so why don't we just stick
7 a pencil in. The ice extended like all the way out
8 into the end of --

9 MR. COLLINS: Yeah, it's about in the middle
10 here where it broke from the end of the pier and it
11 went up.

12 MR. WHITE: -- the charts where the ice is.
13 Just sketch out -- just give us a rough idea where the
14 ice field was. It did go all the way up to the hook
15 then?

16 MR. COLLINS: No, it pretty much covered all
17 this area in here.

18 MR. WHITE: And you say, normally, you come
19 down here, which to this white area of the chart --

20 MR. COLLINS: Yes. Yes.

21 MR. WHITE: -- where the ice --

22 MR. COLLINS: We'll split the 17 buoy for
23 Sandy Hook Channel and the 1 buoy, right here, to the
24 river. We'll come right down the middle of them and
25 straight down. It's pretty much a straight shot, you

1 know, right down in. The ice, we want to stay out of
2 the ice as much as we can -- it's better for the boat
3 and everything else -- keep the speed up. So, we came
4 in more towards Atlantic Highlands, stayed to the west
5 a little more, until we got in, before we get into all
6 this shallow water over here on the west side of the
7 channel. So, we came in, then headed over towards the
8 number right over here and then we were going to come
9 right in.

10 MR. WHITE: Did you see any of the buoys? Do
11 you remember?

12 MR. COLLINS: No. After we were already
13 aground, and we were sitting there watching and
14 waiting, I watched the number 3 pop up out of the ice
15 when the ice would start moving again after the slack
16 water.

17 MR. WHITE: Just get to generally where you
18 feel like you came down through here.

19 MR. COLLINS: We pretty much paralleled.

20 MR. WHITE: Right.

21 MR. COLLINS: When we came in -- right about
22 here -- we started pretty much paralleling the ice,
23 probably, maybe a hundred yards off.

24 MR. WHITE: Okay.

25 MR. COLLINS: To stay further over and --

1 MR. WHITE: Well, just make a dash line from
2 -- start here at buoy 17 -- is that where you departed
3 from?

4 MR. COLLINS: Yeah, we came in -- pretty
5 much, more or less, like that.

6 MR. WHITE: So you were well west of buoy 1
7 here then?

8 MR. COLLINS: Yeah.

9 MR. WHITE: You came down into this area
10 here?

11 MR. COLLINS: Yes, and then it was right
12 around in this area when we started making our turn
13 over more towards -- and then we started making our
14 turn more towards the river over here.

15 MR. WHITE: What were you navigating by when
16 you did that?

17 MR. COLLINS: Primarily, the radar.
18 Obviously, you couldn't see the buoys, so the radar
19 would help. So, usually, we have our landmarks that we
20 can hit off the radar that are givens. Like you would
21 have Earl; we can see that on the radar. The picture
22 that the radar gives, when we're coming in, the best
23 shot.

24 MR. WHITE: What does it give you as your
25 best points on the radar, as far as what stands out the

1 clearest?

2 MR. COLLINS: Pretty much the marina right
3 over here. That's Sandy Hook Bay Marina where we tie
4 up. With their bulkhead there, there's a nice little
5 tip on there that we can pinpoint off, along with --

6 MR. WHITE: And the name of this, again
7 please, was what?

8 MR. COLLINS: Sandy Hook Bay Marina.

9 MR. WHITE: Sandy Hook Bay Marina?

10 MR. COLLINS: Yeah, that's the original
11 Oyster Restaurant. The same place -- they're both
12 right there.

13 MR. WHITE: Okay.

14 MR. COLLINS: That's where we land at. We
15 got the jetty here for Earl and other little landmarks
16 with some little islands out to here, Sandy Hook,
17 distinct features you can see on the radar and they
18 pretty much match up with what you've got on the chart.

19 MR. WHITE: Any lights that you use? When
20 some of the buoys aren't there.

21 MR. COLLINS: Well, the Coast Guard took the
22 buoys out, I think, earlier this week, from what I
23 heard. The number 3 and the number 2 were lit and they
24 took them out and replaced them with just a regular --
25 so, obviously, take some of the light that's there --

1 three-quarters of the year with unlit buoys. And then
2 we were coming in and got into about this area and the
3 captain started making his turn, with each side maybe a
4 little too wide and we ended up, I guess, right around
5 in this area right here. That buoy 2 area.

6 MR. WHITE: Okay, so, which -- ran aground?

7 MR. COLLINS: I would say it would probably
8 be the port. We already -- we were probably about half
9 or three-quarters of the way through the turn, to
10 starboard, and then just slowed up and that was it.

11 MR. WHITE: Okay.

12 MR. COLLINS: Then -- tide --

13 MR. WHITE: So, you're basically right in
14 here?

15 MR. COLLINS: Yeah.

16 MR. WHITE: Right on this little ridge right
17 here?

18 MR. COLLINS: Yeah, I would probably say
19 anywhere from like here, down to here.

20 MR. WHITE: Just put an oval ring, including
21 the two things. Somewhere in this oval. That's fine.

22 MR. COLLINS: Somewhere right around there.
23 I just don't have the position on me so I can't give
24 you an exact, but it's about that area.

25 MR. WHITE: I walked out and you were talking

1 about as far as you had the helm as you were coming
2 down?

3 MR. COLLINS: Yes. I had the helm. I ran
4 the boat all the way from Manhattan, all the way down,
5 until we got about half way, three-quarters of the way
6 through the Bay. It was right about in here, from
7 probably about the -- there where the captain and I had
8 switched out and he took the helm.

9 MR. WHITE: That was at about 40, 26 line?

10 MR. COLLINS: Yeah, pretty much. Yeah, right
11 about in there. That is when we switched out and he
12 had taken the helm.

13 MR. WHITE: You actually physically switched
14 seats?

15 MR. COLLINS: Yes. Yes.

16 MR. WHITE: Now, a little while ago, I did
17 ask about the times when they take turns, some steering
18 the boat for experience and making landings. Would you
19 mind repeating that for us, again? I thought it was
20 pretty interesting.

21 MR. COLLINS: Yes. Pretty much, running as a
22 mate -- actually, you should have experience in case
23 something should happen to the captain -- I should be
24 able to jump into the seat and be able to field and
25 land the boat. If there's an emergency or something

1 should happen to him and he should pass, I should be
2 able to field and land the boat at our locations,
3 depending on where we're going to be out, when the
4 emergency would take place. So, Ed, the Captain, he
5 gives me a lot of experience. He's pretty good with
6 me, you know, him and I switching on and off throughout
7 the day; getting experience landing at all the
8 different places in the mornings, the afternoons.

9 MR. WHITE: So, it's really just one time
10 you'll do it, the next time he did it, that type of
11 thing?

12 MR. COLLINS: Yeah, pretty much we switch on
13 and off, different times of the day -- flood tide or no
14 tide, you know, the boat will handle differently as
15 you're coming in, so you get experience.

16 MR. WHITE: How about as far as coming into
17 the ice? Have you ever been tied up in the ice before?

18 MR. COLLINS: Yes.

19 MR. WHITE: Is there any visual reason to be
20 switched off -- and switched with you here?

21 MR. COLLINS: No really. We pretty much do
22 it because, usually, when we come back in the
23 afternoons, the larger quantity we have, two ramps up,
24 takes that extra person to help lift the other ramp up,
25 to get it off the dock, and to get the people off.

1 MR. WHITE: So, if somebody's got to go down
2 there to help, it's going to be you?

3 MR. COLLINS: Yes. Obviously, --

4 MR. WHITE: Right.

5 MR. COLLINS: -- the pecking order, he's
6 higher up on the food chain.

7 MR. WHITE: So that was, as far as you know,
8 that was really pretty much --

9 MR. COLLINS: That's standard procedure. We
10 usually switch out midway through the Bay, unless we
11 have a lighter load, but, usually, the heavier loads,
12 then we go our second or third run in the evening. --
13 but usually I'll take the first one -- she only gets 30
14 or 40 people on the boat. It usually just has one ramp
15 to get people off instead of two.

16 MR. WHITE: And you made landings at East
17 34th Street?

18 MR. COLLINS: Yes, 34th Street, Pier 11 --

19 MR. WHITE: Pier 11.

20 MR. COLLINS: -- Atlantic Basin, we were tied
21 up midday, down at the Oyster.

22 MR. WHITE: Atlantic Basin -- where's that
23 off?

24 MR. COLLINS: It's in Brooklyn. It's on its
25 -- chart.

1 MR. WHITE: But you never find out --
2 passengers were?

3 MR. COLLINS: No, I just --

4 MR. WHITE: -- stop --

5 MR. COLLINS: -- second run in the morning,
6 we'll stop there, top off the water tanks. Instead of
7 running down here to sit down here all day, wasting the
8 fuel, just stay up there and it's that much closer to
9 start the first run back.

10 MR. WHITE: Do you -- up there too?

11 MR. COLLINS: Yeah.

12 MR. WHITE: What kind of units came out to
13 help you?

14 MR. COLLINS: Coast Guard Units?

15 MR. WHITE: Everybody.

16 MR. COLLINS: Oh, Ed called the Coast Guard
17 right after we ran aground.

18 MR. WHITE: Was that the first call he made?

19 MR. COLLINS: I'm pretty sure it was, yeah.

20 We had called --

21 MR. WHITE: Between him and the company, I
22 mean, and between the Coast Guard and the company.

23 MR. COLLINS: Well, we had the -- out because
24 we had a guy who was already on the pier waiting. When
25 we first ran aground, using UHF radios that we carry to

1 talk amongst the crew, we called him, talked to Bob,
2 who's the owner of the restaurant. He's that little --
3 that came out -- come out, because they were right
4 there -- start to come out through the ice there --
5 they're, obviously, the closest and then we called the
6 Coast Guard right after that. Had their 47 come out
7 because that's only boat they have that will come
8 through the ice. Neither of them could get in close
9 enough at that time by the time they had gotten out.

10 MR. WHITE: 47 is -- the tide just went out
11 too far?

12 MR. COLLINS: Yes, because we were about
13 three-quarters through the ebb tide, so, unless you get
14 off fast right then and there, it's done. Once you get
15 three-quarters of the way through the tide here, it
16 starts moving pretty fast.

17 MR. WHITE: You mean the 47 -- well, go ahead
18 and describe who all came out.

19 MR. COLLINS: Yeah, the ^{two} duck came out right
20 from here, from the restaurant and he was, obviously,
21 the first one to get there and he had, like I said,
22 picked up a police officer, you know, as part of the
23 ambulance -- patient that couldn't get to the dock. So
24 he came out with them and they couldn't get any close
25 enough to us. By the time they had gotten out, the

1 tide went out and up where they couldn't get in close
2 enough either. Then -- the time from the Coast Guard
3 to all the way up here, getting down around through the
4 ice, was substantially longer and then their 47 came in
5 and got as close as they could and they couldn't get in
6 close enough, they ended up backing out a little bit
7 and waiting and then they called a 65 foot Tug. The
8 Coast Guard Tug came down from Staten Island. Pretty
9 much, once they got there, they started trying to work
10 their way into us and it was that time, you know, we'd
11 end up, you know, if enough water came in with the high
12 tide and rode ourselves out.

13 MR. WHITE: Did the 47 stay down there the
14 whole time.

15 MR. COLLINS: I believe they did; just about
16 the whole time. They'd end backing off almost to
17 Atlantic Highlands into the clear water and then the 65
18 had come in.

19 MR. WHITE: Now, correct me if I'm wrong, I
20 mean, you were a 47 coxswain, right?

21 MR. COLLINS: Yes.

22 MR. WHITE: Not a lot of protection on this
23 cruise. You really don't want to run that thing
24 aground?

25 MR. COLLINS: No. Well, in the Coast Guard,

1 as far as small boat stations, the motor lifeboat is
2 the only boat, you know, if you had a station -- that's
3 the only one they'll let go through the ice.

4 MR. WHITE: Yeah, but I'm talking about as
5 far as running aground. You'd be real careful? I hear
6 you're one --

7 MR. COLLINS: Yeah.

8 MR. WHITE: There's no --

9 MR. COLLINS: -- pretty much -- it's the ¹hull
10 and the shaft and the struts sticking out, you know.

11 MR. WHITE: There was some mention -- we got
12 Sandy Hook's --

13 MR. COLLINS: Uh-huh.

14 MR. WHITE: There was some mention of one of
15 the tugs running aground for a moment. Do you remember
16 if it was the small one?

17 MR. COLLINS: Yeah, the small one. He had
18 started to come in and he was trying to work his way in
19 and then got in too far and, with the tide going out,
20 he ended up waiting there, but, as the tide came, he
21 came in close enough.

22 MR. WHITE: So the small tug came out from
23 this restaurant here on the chart?

24 MR. COLLINS: Yes.

25 MR. WHITE: Okay, let's just put an A there.

1 MR. COLLINS: Yeah, this old marina right
2 here that -- came out from.

3 MR. WHITE: Now, that's the Oyster bar?

4 MR. COLLINS: Yes.

5 MR. WHITE: Where's the Clam House?

6 MR. COLLINS: The Clam Hut is further down
7 here towards the middle of town. Actually, I think
8 it's even off this chart. It's just a few blocks up
9 from here.

10 MR. WHITE: So that's the second run?

11 MR. COLLINS: Yeah, that would be our 6:50 in
12 the morning departure. And we only stop back there
13 once in the afternoon.

14 MR. WHITE: When you ran aground, came up the
15 --, can you describe what Ed did as far as --

16 MR. COLLINS: Pretty much -- we had already
17 slowed down. Once we got about two-thirds of the way
18 through the ice, right about where the -- is, we
19 started slowing down. We were only doing maybe like 10
20 knots. Just enough to keep some headway through the
21 ice. Then he had started to make his turn, we ended up
22 slowing right down, as we came up on the bottom, went
23 down, he starting making calls to the Coast Guard
24 saying that we did need assistance --

25 MR. WHITE: Did he try backing off at all?

1 MR. COLLINS: He did at first try, but it was
2 just -- that initial slide up in there, just --

3 MR. WHITE: Get enough momentum --

4 MR. COLLINS: Ed just couldn't break that
5 suction that the boat builds up when it goes into the
6 sand and mud there.

7 MR. WHITE: Uh-huh.

8 MR. COLLINS: He tried to back off, couldn't.

9 MR. WHITE: Now, was this his first, I
10 assume, his first instinctive reaction?

11 MR. COLLINS: Yeah, as soon as we stopped, he
12 tried to put both engines in back up and trying just
13 independently trying to rock the boat a little bit,
14 break it off, but it didn't. Enough water had gone out
15 at that point, and we were just too much weight.

16 MR. WHITE: How does this boat back up? How
17 is the reverse on this?

18 MR. COLLINS: It's decent. I mean, it's not
19 the best, -- backing up. It's a little different, but
20 you just have to know how to maneuver the stick. Well,
21 that's like any other boat, you know, they don't really
22 back up as they do as they go forward because of it's
23 design, but it's pretty fair.

24 MR. WHITE: So, anyway, you were trying to
25 back out --

1 MR. COLLINS: Yeah, we tried -- our bow hit
2 so that was the shallow spot, so we tried to back out,
3 but it just wasn't enough to break that suction of
4 going in. After that, obviously, we got on the horn
5 saying that we were stuck and that we needed
6 assistance, for them to come down and to make other
7 means to get the guy who was sick off, so they ended up
8 sending a helicopter out.

9 MR. WHITE: Who sent the helicopter out? I
10 mean, we did see it was a police helicopter, why use
11 the Coast Guard, for example? Does it just work out
12 that way?

13 MR. COLLINS: Another reason why I got out o
14 the Coast Guard.

15 MR. WHITE: Well, the Coast Guard is also an
16 hour south, you know?

17 MR. COLLINS: Yeah, usually, most police
18 departments are already up flying around.

19 MR. WHITE: Uh-huh.

20 MR. COLLINS: My experience in the Coast
21 Guard, it's usually landed, unless they're up doing
22 something else. If they're up, they're there.

23 MR. WHITE: Okay.

24 MR. COLLINS: Especially, if it's in-shore
25 stuff. -- always gets passed off to the police. It's

1 because of the time it takes for the Coast Guard to get
2 up flying and get up here.

3 MR. WHITE: Okay.

4 MR. COLLINS: Yeah, so they came, they
5 dropped the guy down, he assessed the damage and they
6 went and -- him off and took him to -- Hospital.

7 MR. WHITE: The helicopter dropped a man
8 down?

9 MR. COLLINS: Uh-huh.

10 MR. WHITE: An EMT -- did the bring the
11 basket down at the same time?

12 MR. COLLINS: No, they just dropped their
13 medic or whatever he was down and he came up to the
14 wheelhouse and talked to the guy and then made
15 arrangements to have -- come down -- explained to him,
16 I'll put you in the litter and I'll be strapped right
17 there with you when we go up. When they were ready,
18 the helicopter came around again, dropped the litter
19 down and let the guy out and got him all strapped in
20 and secured and they were all set up --

21 MR. WHITE: Uh-huh.

22 MR. COLLINS: -- and then he came around a
23 third time and then dropped the hook with the hoist to
24 hook it all up.

25 MR. WHITE: And it was to the stern?

1 MR. COLLINS: They did it right from all the
2 way on the overhead.

3 MR. WHITE: On the overhead? Oh, above.

4 MR. COLLINS: Yeah, pretty much above the
5 doors on the second deck.

6 MR. WHITE: Uh-huh.

7 MR. COLLINS: They were up there; a wide and
8 open flat area. No obstructions. The shorter the
9 hoist, the better.

10 MR. WHITE: Right. Did you recognize what
11 kind of helicopter it was?

12 MR. COLLINS: No. I'd say probably it looked
13 like a Huey. -- dark and had their lights right in my
14 face, but the sounds and all.

15 MR. WHITE: When you were -- the boat ^garound,
16 you were sitting in your seat?

17 MR. COLLINS: Actually, I was out at the
18 starboard wing station. I opened the door up --

19 MR. WHITE: Uh-huh.

20 MR. COLLINS: -- the glare of all the
21 floodlights were over the parking lot. It gets a lot
22 of glare, so I went out -- some off of the windows a
23 little bit, so I went out just so I'd -- plus all that
24 instrumentation -- you got those lights right in your
25 face -- so it's just looking out.

1 MR. WHITE: So you were on the starboard?

2 MR. COLLINS: Yes, I was right out the
3 starboard door.

4 MR. WHITE: You had no control yet?

5 MR. COLLINS: The captain still had the
6 controls. The captain was in front of the boat. I was
7 out there, you know, getting a different set of eyes
8 from a different perspective than he was.

9 MR. WHITE: Could you tell you were going too
10 far?

11 MR. COLLINS: Well, right when we had gotten
12 -- it was pretty much the both of us, you know,
13 recognized that -- we got to start coming to starboard
14 and, as soon as I said that, he was already starting to
15 come around himself and with the ice itself obviously
16 he couldn't turn the boat as fast because it has that
17 resistance to it and you just end going a little bit
18 wide.

19 MR. WHITE: But, normally, the case would
20 have been to turn and come down like this here --

21 MR. COLLINS: Yeah, turn and come straight
22 down the channel. We ended up just going a little bit
23 wide in the turn.

24 MR. WHITE: And this buoy is which one now?

25 MR. COLLINS: Buoy 3.

1 MR. WHITE: Buoy 3 and Buoy 3 was not in
2 sight?

3 MR. COLLINS: No, it was under.

4 MR. WHITE: And you saw Buoy 3 come up, you
5 say, while you --

6 MR. COLLINS: Yeah, we were aground and we
7 saw it. Once enough of an ice floe went out, there was
8 probably a space down here and it popped up out of the
9 ice.

10 MR. WHITE: During these hours that the boat
11 was aground, did you do any maneuvering or just wait
12 for the tide to go out -- come in?

13 MR. COLLINS: Yeah, once after that first
14 initial time, there was pretty much nothing else -- too
15 much -- you can do.

16 MR. WHITE: At this time, the tide was still
17 going out?

18 MR. COLLINS: Yes, the tide was still going
19 out.

20 MR. WHITE: What were the times of tide, do
21 you remember what they were?

22 MR. COLLINS: I believe dead low is 22:05.
23 We pretty much ran aground two hours before or so.
24 Maybe it was three hours before.

25 MR. WHITE: Uh-huh.

1 MR. COLLINS: Right around in there and then
2 we get off about two hours after so we have to wait for
3 the tide and low the rest of --

4 MR. WHITE: What workers do you use as far as
5 knowing what the tides are here?

6 MR. COLLINS: The GPS.

7 MR. WHITE: No, no. I mean, as far as --
8 yeah, but the GPS has tides, but is that like for Sandy
9 Hook?

10 MR. COLLINS: Yeah, it's the center for the
11 Highlands. There are all different points; the closest
12 area. So that was for the Highlands right down here.

13 MR. WHITE: Do you recall what the height of
14 the tide was that day?

15 MR. COLLINS: No.

16 MR. WHITE: Do you -- to the heights of the
17 tides?

18 MR. COLLINS: Yeah, pretty much we'll check
19 it going into each place so we know whether the tide's
20 ebbing or flooding because that will depend on our
21 approach.

22 MR. WHITE: Approach, yes. The current.

23 MR. COLLINS: And try to use it to our
24 advantage, instead of trying to fight against it.

25 MR. WHITE: But, as far as when you're making

1 a landing down in there area here, in the Hiltons, low
2 water is something you're not concerned about, being
3 real low?

4 MR. COLLINS: There's a little bit of concern
5 because the channel itself is very narrow. You can see
6 on the chart, right outside the buoy, even the five "can"
7 right here, you know, going into that at low tide, you
8 can see the buoy and then like 20 feet next to it, it's
9 dried dirt right there so there's not too much room.
10 It's pretty narrow going in.

11 MR. WHITE: Which side is the dried dirt on?

12 MR. COLLINS: Over here, primarily, yeah.
13 The shallowest, the largest area, and it's even shallow
14 on this side. You can see 4, 6 and 8 feet.

15 MR. WHITE: So the first site was actually --
16 area north of the buoys, which is dirt and high water?

17 MR. COLLINS: Yeah, you can see one foot
18 right there, two feet, and that's the channel -- pretty
19 much the channel running -- I'll give you the borders.
20 That's pretty much the area we've got to work with and
21 you can see, right outside the lines, there's no water,
22 not even a boat lane.

23 MR. WHITE: The do any maintenance on the
24 channel? Do they dredge it or anything like that?

25 MR. COLLINS: Pretty much the current that

1 flows through it, pretty much maintains that set depth.
2 I've only been in this area since the summer and they
3 haven't -- there's no dredging. But one thing I did
4 notice was that they took some of the buoys out with
5 the oncome of the winter and then we had even reported
6 the four was off station. I think, the week right
7 after Christmas or the week before, we called them and
8 said it was way over here somewhere. It got dragged
9 out with the ice. Then, earlier this week, they had to
10 replace those two lit buoys with the regular cans.
11 Obviously, they sit lower in the water, you know, all
12 together than the other ones.

13 MR. WHITE: Is there much recreational
14 traffic through here in the summer time?

15 MR. COLLINS: It's constant.

16 MR. WHITE: Is traffic a problem for you
17 guys?

18 MR. COLLINS: For the most part. It has its
19 days, like on the weekends. This was a pretty rainy
20 summer so it wasn't -- two months, it was bad.

21 MR. WHITE: Do you guys run on the weekends?

22 MR. COLLINS: No, not unless we have a
23 charter, ball game.

24 MR. WHITE: Does it happen very often?

25 MR. COLLINS: What?

1 MR. WHITE: Charters?

2 MR. COLLINS: Pretty much, yeah. Whenever
3 there's usually a Shea home game, we'll run a charter
4 out of here and load up the boat and take it up there
5 for the game.

6 MR. WHITE: Where do you go to for the game?

7 MR. COLLINS: Shea Stadium.

8 MR. WHITE: You got up to Shea Stadium?

9 MR. COLLINS: Yes.

10 MR. WHITE: Yeah? There's a pier up there
11 you can land?

12 MR. COLLINS: Yeah, it's in Flushing. I
13 don't remember the name of the marina. I've only been
14 up there a couple of times.

15 MR. WHITE: Flushing, New York?

16 MR. COLLINS: Yes.

17 MR. WHITE: Okay. Does that mean you go
18 through Hellgate and --

19 MR. COLLINS: -- through the Gate, up the
20 East River and heading out toward the Sound.

21 MR. WHITE: The Sound.

22 MR. COLLINS: Make a right just before you
23 get there.

24 MR. WHITE: I see. Fantastic. How long of a
25 run is that from the Hiltons?

1 MR. COLLINS: From here, it's about an hour
2 and-a-half.

3 MR. WHITE: Hour and-a-half?

4 MR. COLLINS: Yeah.

5 MR. WHITE: How does the boat ride? Is it a
6 pretty smooth riding boat?

7 MR. COLLINS: For the most part, you know.
8 Actually, the rougher it gets, you get a little more
9 rock. They're pretty shallow draft boats. All the
10 buoyancy is up top, so if you get a little bit of a
11 sea, you get that little rock back and forth.

12 MR. WHITE: Do you have any impact if it's
13 choppy?

14 MR. COLLINS: It really all depends on where
15 the sea's coming from and adjust our course from there
16 to give us the smoothest ride. If it's real rough,
17 then further up in the -- Bay we'll cut more over on
18 the Staten Island side; that way it gets the shallow
19 water right up a little closer and it knocks the seas
20 down. It's smoother run for the passengers.

21 MR. WHITE: Okay. You had this ill person.
22 He was up in the wheelhouse?

23 MR. COLLINS: Uh-huh.

24 MR. WHITE: Was he in any way a problem to
25 you? Was he distracting?

1 MR. COLLINS: No, he was pretty calm. He was
2 up there with, I guess, another friend that he rides
3 the boat with that he knows.

4 MR. WHITE: Uh-huh.

5 MR. COLLINS: Both of them came up together
6 to the wheelhouse and asked to talk to us and said what
7 the problem was and we asked, what do you want us to
8 do? Do you want us to have an ambulance waiting for
9 you?

10 MR. WHITE: Now, were you still on the helm
11 when all that happened?

12 MR. COLLINS: Yeah. Yeah. The captain got
13 his name and information off of him and then I radioed
14 that over to the Coast Guard.

15 MR. WHITE: What part of Coast Guard was
16 that?

17 MR. COLLINS: Sandy Hook.

18 MR. WHITE: Sandy Hook.

19 MR. COLLINS: Ed called the station up there.

20 MR. WHITE: How does this handle in the ice
21 as far as turning compared to -- have you ever had any
22 experience with a 44, 47 in ice?

23 MR. COLLINS: Compared to small boats and
24 this --

25 MR. WHITE: But I'm talking about as far --

1 MR. COLLINS: It's a totally different game.

2 MR. WHITE: Of course, it's totally

3 different.

4 MR. COLLINS: Running in ice?

5 MR. WHITE: Well, actually, turning in ice.

6 In other words, as you said, it's coming in here and --

7 MR. COLLINS: It's not going to be as tight
8 because you have that resistance, depending on the
9 floes of the ice. You can either cut in ahead of it
10 and it will actually help you or kind of make it a
11 little more sluggish for you. Some of the floes are
12 pretty big. There are a couple lines where some of the
13 broken ice was pried from previously runs. We tried to
14 stay in those for the most part. Just a little more
15 soft. I wasn't up on the helm when we were going into
16 the turn so.

17 MR. WHITE: Uh-huh, yeah. No, but as a
18 general rule --

19 MR. COLLINS: But it seemed a little bit
20 slower than if we were in clear water.

21 MR. WHITE: Now, when you go and turn using
22 the stick, is it surely moving the buckets or does it
23 also change the thrust?

24 MR. COLLINS: No, if you're still going full
25 ahead and you just turn it, it's just going to turn the

1 buckets and turn the boat, but it won't change the --

2 MR. WHITE: It won't change -- it won't give
3 you differential --

4 MR. COLLINS: No, that's only if you're
5 maneuvering and it's in harbor mode.

6 MR. WHITE: It wouldn't have been in harbor
7 mode at this point?

8 MR. COLLINS: No, no. That's only pretty
9 much right when you get to the dock when you have to
10 get the engines operating independently to get one
11 stern -- pivot -- rock the boat from side to side.

12 MR. WHITE: Okay. How about emergency drills
13 training and stuff like that?

14 MR. COLLINS: We do drills pretty regularly.
15 Fire drills, you know, where we just kind of go through
16 the procedures.

17 MR. WHITE: When do -- let's say next week is
18 a normal week type thing. When would you usually
19 expect to see something like that? Like when you're up
20 that at Brooklyn?

21 MR. COLLINS: Yeah, we'll usually do it in
22 Brooklyn when we're just sitting up there, in midday,
23 with time to kill. We'll run through it, the drills
24 and make sure everyone knows where they have to go and
25 what to do.

1 MR. WHITE: Does the company have a policy on
2 how often you run them or is it just pretty much up to
3 the skipper?

4 MR. COLLINS: We do it pretty often. The
5 skipper makes us do it.

6 MR. WHITE: How many captains are there?

7 MR. COLLINS: There's three here right now.

8 MR. WHITE: Soon to be four?

9 MR. COLLINS: Hopefully.

10 MR. WHITE: And is there a set crew?

11 MR. COLLINS: For the most part now, since
12 we've started up with two boat services in the morning,
13 we're pretty much set crews as far as captains, mates
14 and engineers. The deckhands, they'll change on and
15 off, from time to time. There's just less of them.
16 Usually, the boat that does the seven o'clock run out
17 of here in the morning, we usually get less people so
18 we don't need that fifth person on. Usually, the 6:10,
19 the 8:10 out of here, there's more people on the boat,
20 so you need the extra people according to the
21 certificate inspections.

22 MR. WHITE: How about, is it the same boat?
23 Can you run either boat?

24 MR. COLLINS: Yeah, both boats are set up the
25 same way.

1 MR. WHITE: Uh-huh.

2 MR. COLLINS: Usually, one boat -- he'll be
3 on this boat. Usually, like three to four days I work
4 a week, he might be on the other one. It just depends
5 on which one needs fuel and you'll have to swap boats
6 out, depending on the schedule you're on.

7 MR. WHITE: So they don't have --

8 MR. COLLINS: No, I'm not on just the *Finest*
9 the whole time. I'll be on the *Finest* this week. I'll
10 be on the *Bravest* next week or they'll be mixed another
11 week.

12 MR. WHITE: Any significant difference
13 between them?

14 MR. COLLINS: Not really, no.

15 MR. WHITE: Except you said this boat here
16 was a little faster you thought?

17 MR. COLLINS: Yeah, this boat's a couple
18 knots faster.

19 MR. WHITE: Why is that?

20 MR. COLLINS: I couldn't tell you. This boat
21 has the heavy steel doors up on the bow and the other
22 boat doesn't.

23 MR. WHITE: -- or do you?

24 MR. COLLINS: Usually, when the weather is
25 rough. I've heard that someone had one of the boats up

1 in Boston somewhere and they were doing the charter
2 and, I guess, one of the boats -- end up -- the seas
3 were kind of rough and end up punching the bow through
4 a wave and, I guess, it blew the two regular doors in
5 and sent water all the way back. That's pretty much
6 all I know to the story.

7 MR. WHITE: That's what you call a
8 significant emotional event. We talked about the
9 training. We talked about the route. How long has ice
10 been in here in this water?

11 MR. COLLINS: I guess, right around Christmas
12 time.

13 MR. WHITE: Okay. But you said it was just
14 the week before when they changed out the buoys for the
15 ice buoys?

16 MR. COLLINS: Yeah, it was about mid-December
17 they started taking a few of them out. Like, further
18 down here towards a pretty straight run, they took out
19 the lit ones in early December and put the regular
20 cans. And they saved the two entrance ones right here,
21 the lit ones, until earlier this week, they came down
22 and swapped those out.

23 MR. WHITE: So this -- how -- have they
24 disappeared before as far as not being here?

25 MR. COLLINS: Yeah, just like the four here.

1 We were going out one morning and it wasn't there and
2 we noticed it when we came back, later on in the
3 morning when the sun come up, that was way over here.

4 MR. WHITE: How about as far as like -- you
5 said when you were coming back Thursday night --

6 MR. COLLINS: Uh-huh.

7 MR. WHITE: Two and three were both under the
8 ice?

9 MR. COLLINS: Uh-huh.

10 MR. WHITE: Had you encountered that before?

11 MR. COLLINS: No. When we were coming back
12 in from our four o'clock run out of the city, they were
13 still up above the ice.

14 MR. WHITE: How about previously in the
15 week?

16 MR. COLLINS: I was off previous in the week.

17 MR. WHITE: Okay.

18 MR. COLLINS: Thursday was my first day on.

19 MR. WHITE: Had you made an approach in here
20 in the dark without the buoys up at all?

21 MR. COLLINS: Well, no because they have had
22 --

23 MR. WHITE: Before, weeks before or anything
24 like that?

25 MR. COLLINS: Without the buoys lit or

1 whatever?

2 MR. WHITE: Yeah.

3 MR. COLLINS: No. Well, I had only worked
4 Thursday after Christmas and that's when a majority of
5 the ice was here that was affecting us over here and
6 then just yesterday or Thursday.

7 MR. WHITE: And believe me, it may sound like
8 I'm trying to aha, aha, not true, but this was
9 basically then the first time you had ever made an
10 approach without any of the buoys? There were no buoys
11 showing, right? They were all under the ice?

12 MR. COLLINS: Yeah. Well, yeah.

13 MR. WHITE: This was really the first time
14 you had ever done that?

15 MR. COLLINS: Yeah, but I wasn't making the
16 approach into the river. I was just coming --

17 MR. WHITE: No, no. I mean, but the first
18 time you'd seen it? I know you didn't make the
19 approach. Believe me, I'm not trying to say that you
20 did.

21 MR. COLLINS: Yeah, the last time -- last --
22 the week -- Thursday after Christmas -- I was coming in
23 and the ice was starting to really be a problem.

24 MR. WHITE: Uh-huh.

25 MR. COLLINS: Yeah, the buoys, they weren't

1 submerged, but they were probably about half and with
2 the spraying water with the wind, they were getting
3 real heavy on top. The ice built up and they were
4 laying down and with the tide going out, they don't
5 really show, maybe but a third.

6 MR. WHITE: I can see -- when you get that
7 small of -- up here --

8 MR. COLLINS: Plus, even when they change
9 them out, they don't have all-season, the sinkers on
10 the bottom to really get silted in and they drag --

11 MR. WHITE: They drag all over the place.

12 MR. COLLINS: If you more or less just left
13 them and the sinkers on the buoys will get all silted
14 up pretty good.

15 MR. WHITE: Where do they service them -- 65
16 or something.

17 MR. COLLINS: I don't know. I think I've seen
18 the 49 footers, the new 49 footers, I've seen them come
19 down here, out of New York so.

20 MR. WHITE: Okay. Just give me -- time --
21 your runs. The six o'clock --

22 MR. COLLINS: Six-ten and eight-ten.

23 MR. WHITE: Six-ten and eight-ten?

24 MR. COLLINS: Yes.

25 MR. WHITE: And they're from what?

1 MR. COLLINS: Actually, I can probably just
2 give you the schedule.

3 MR. WHITE: Oh, yeah. Good idea.

4 MR. COLLINS: This is pretty much the
5 schedule.

6 MR. WHITE: Okay. SHB, what does that mean?

7 MR. COLLINS: Sandy Hook Bay Marina. That's
8 the original Oyster Restaurant.

9 MR. WHITE: Uh-huh.

10 MR. COLLINS: And that's here on the chart.

11 MR. WHITE: Which -- back to --?

12 MR. COLLINS: Yeah.

13 MR. WHITE: And then the -- the third -- it's
14 not on here --

15 MR. COLLINS: Six-fifty, right down here on
16 the bottom.

17 MR. WHITE: Six-fifty, okay.

18 MR. COLLINS: The Clam Hut.

19 MR. WHITE: The Clam Hut, okay.

20 MR. COLLINS: With one boat service, we
21 canceled that so.

22 MR. WHITE: And the Clam Hut is --

23 MR. COLLINS: Yeah, it's further up river,
24 down over here.

25 MR. WHITE: It's something --

1 MR. COLLINS: Off this chart.

2 MR. WHITE: Uh-huh. Off this chart. But the
3 boats still go to the same places; Pier 11, 34th --

4 MR. COLLINS: Yeah, that never changes.

5 MR. WHITE: But one of them does go, like the
6 one departing -- goes to East 34th Street and then --

7 MR. COLLINS: The four o'clock. Yeah, if we
8 were running --

9 MR. WHITE: Uh-huh.

10 MR. COLLINS: -- out of the Clam Hut in the
11 morning --

12 MR. WHITE: Uh-huh.

13 MR. COLLINS: -- then, obviously, there's
14 passengers out their cars down there --

15 MR. WHITE: Uh-huh.

16 MR. COLLINS: So the four and four-twenty,
17 out of Manhattan, would stop at the Oyster first and
18 continue on down to the Clam Hut.

19 MR. WHITE: Oh, okay.

20 MR. COLLINS: But we weren't doing that
21 because we didn't have -- it was just solely the Sandy
22 Hook Bay Marina.

23 MR. WHITE: Okay. That helps me to picture.
24 I appreciate your cooperation and for taking the time.
25 I don't mean to beat a dead horse to death, but we want

1 to make sure we understand it and thanks for taking
2 time on your day off.

3 (Whereupon, the Interview was concluded.)

4

REPORTER'S CERTIFICATE

This is to certify that the attached
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In the Matter of:

LIVE TAPES

were held as herein appears and that this is the
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